COMMUNICATIONS

ENABLING OBJECTIVES

1.21 IDENTIFY the purpose and methods used for damage control communication in accordance with NSTM 079 VOL 2 and NWP 3-20.31

1.22 IDENTIFY primary/supplementary damage control communications in accordance with NSTM 079 VOL 2 and NWP 3-20.31

1.23 IDENTIFY equipment used and it's proper stowage on repair lockers in accordance with NSTM 079 VOL 2 and NWP 3-20.31

1.24 IDENTIFY basic damage control symbology and miscellaneous sound powered phone circuits used for damage control communication in accordance with NSTM 079 VOL 2 and NWP 3-20.31

Purpose of Damage Control Communications

a. To provide an orderly relay of the information from station to station

b. Allow personnel not at the scene of the damage evaluate ships capabilities and take corrective a accordingly

3. Damage Control Communications Systems

a. Sound-powered telephone circuits

(1) Primary DC communications

NOTE: When integrated voice communication systems (IVCS) are installed sound powered telephones circuits will be designated as secondary communications

3. Damage Control Communications Systems

a. Sound-powered telephone circuits

(1) Primary DC communications

(2) Sound powered phones need no external s
of power

(3) Communications between vital stations

3. Damage Control Communications Systems

a. Sound-powered telephone

b. Use and care of sound powered phone headsets

(1) Talking procedures

(a) Testing

1) Name your station

2) General message

b. Use and care of sound powered phone headsets

(2) Three part procedure

(a) Name of station called

(b) Name your station

(c) Message

1) Speak loud, clear and slow to be he
above background noise

2) Give exact details only, no opinions

3) Do not wait for acknowledgement f
station called prior to completion of y
message

4) Talk directly into mouthpiece
(approximately 1/2” from mouth

c. Handling and stowage of sound powered phone

(1) When in use

(a) Do not walk on cord

(b) Do not put strain on cord

(c) Keep cord free of knots and loops

(d) Adjust head band and chest plate

(e) Keep neckstrap around neck. Do not le
plate hang from headphone wires

c. Handling and stowage of sound powered phone

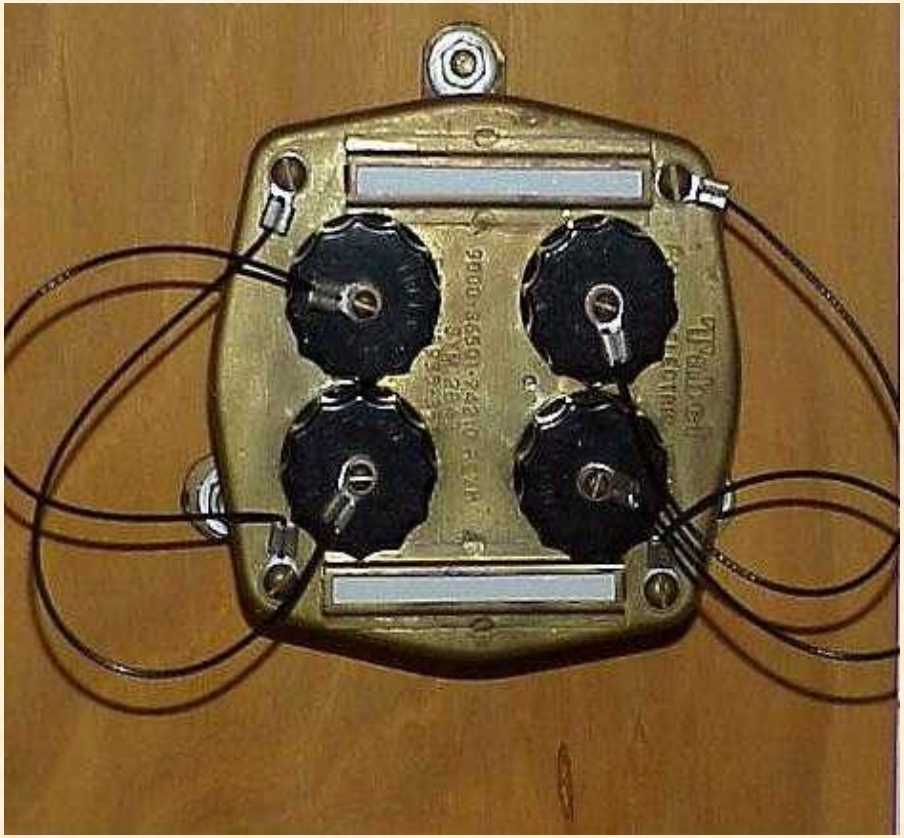
(2) Storage of phones

(a) Use proper procedures for securing pho

(b) Store in phone box provided

(c) Replace cap on jack box

jack box



CAUTION: Failure to replace cap on jackbox may r
in a short circuit, corrosion, or damaged threads o

2JZ - Main DC circuit

(a) Damage control and stability c

(b) Communications between DC central, all Repair lockers, and all Battle dressing stations

NOTE: Repair locker number plus2=JZ circuit for
lockers 1 thru 5 only. I.E. 2 plus repair 1= 3JZ

(2) 3 JZ Circuit

(a) Repair 1 main deck

(b) Repair 1 units and patrol station

(c) Each topside battle dressing station

(d) Damage Control Central

(3) 4 JZ Circuit

(a) Repair 2 forward and below main dec

(b) Repair 2 units and patrol station

(c) Each forward battle dressing station

(d) Damage Control Central

(4) 5 JZ Circuit

(a) Repair 3 aft and below main deck

(b) Repair 3 units and patrol station

(c) Each aft battle dressing station

(d) Damage Control Central

(5) 6 JZ Circuit

(a) Repair 4 amidships and below main d

(b) Repair 4 units and patrol station

(c) Each amidships battle dressing statio

(d) Each remote valve control station

(e) Damage Control Central

(6) 7 JZ Circuit

(a) Repair 5 main propulsion

(b) Repair 5 units and patrol station

(c) Each machinery space

(d) Damage Control Central

(7) JA Circuit

(a) Captains battle circuit

(b) Principle subordinates

(c) Damage Control Central

(8) 1JV Circuit

(a) Maneuvering and docking

(b) Can be used by Damage Control Cent
and repair station

(9) Auxiliary Circuit

(a) Provides an alternate means of communic
for certain principle primary circuits in the e
damage to either a portion of a circuit or to t
entire circuit

(1) XJA circuits Auxiliary Captains Comm

(2) X1JG circuit Auxiliary Aircraft Control

(3) X1JV circuit Aux Maneuvering

(4) X2JZ circuit Auxiliary Damage and Sta
Control

(10) Emergency Circuit

(a) The X40J, an emergency auxiliary circuit
provides a means of re-establishing commun
once a casualty has occurred to the primary
The X40J is composed of portable leads, used
communication between permanently install
components

E. Integrated Voice Communication System (IVCS)

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(1) IVCS is a computer controlled telephone system

(2) This system consolidates the communication functions and features normally provided by sever systems into a single intergrated network

(3) IVCS consists of two interconnected interior - communications switching centers, dial terminals net terminals, terminals accessories, and associa cabling

(4) IVCS allows for station-to-station telephone conversations, conference calls, and net communi

f. DC Wifcom (Wire free communication)

(1) (DC WIFCOM) A portable radio transceiver w
provides a flexible and survivable means of rapid
communication between repair lockers and Dama
Control Central(DCC), during damage control sce

(2) Where installed, DC WIFCOM shall be the primary means of communication within the repair locker area. In damage control scenarios, WIFCOM, hand held transceivers are issued to the investigator and on scene leader to be used as primary means of communication in the repair locker area of responsibility

f. DC Wifcom (Wire free communication)

(3) Four to twelve channels are available for use, having the first four channel assignments: Chann Repair 5 area. Channel 2 Repair 2 area. Channel Repair 3 area. Channel 4 Designated as ship-to-s (distance: 1 nautical mile) and may also be used f communication among ship control stations.

(4) Leading repair party personnel and ship's offic the principal users of DC WIFCOM equipment.

g. Ship Service Telephones

(1) When installed, may be used an an alternate means of communication.

h. Announcing System

(1) Vital one way communication.

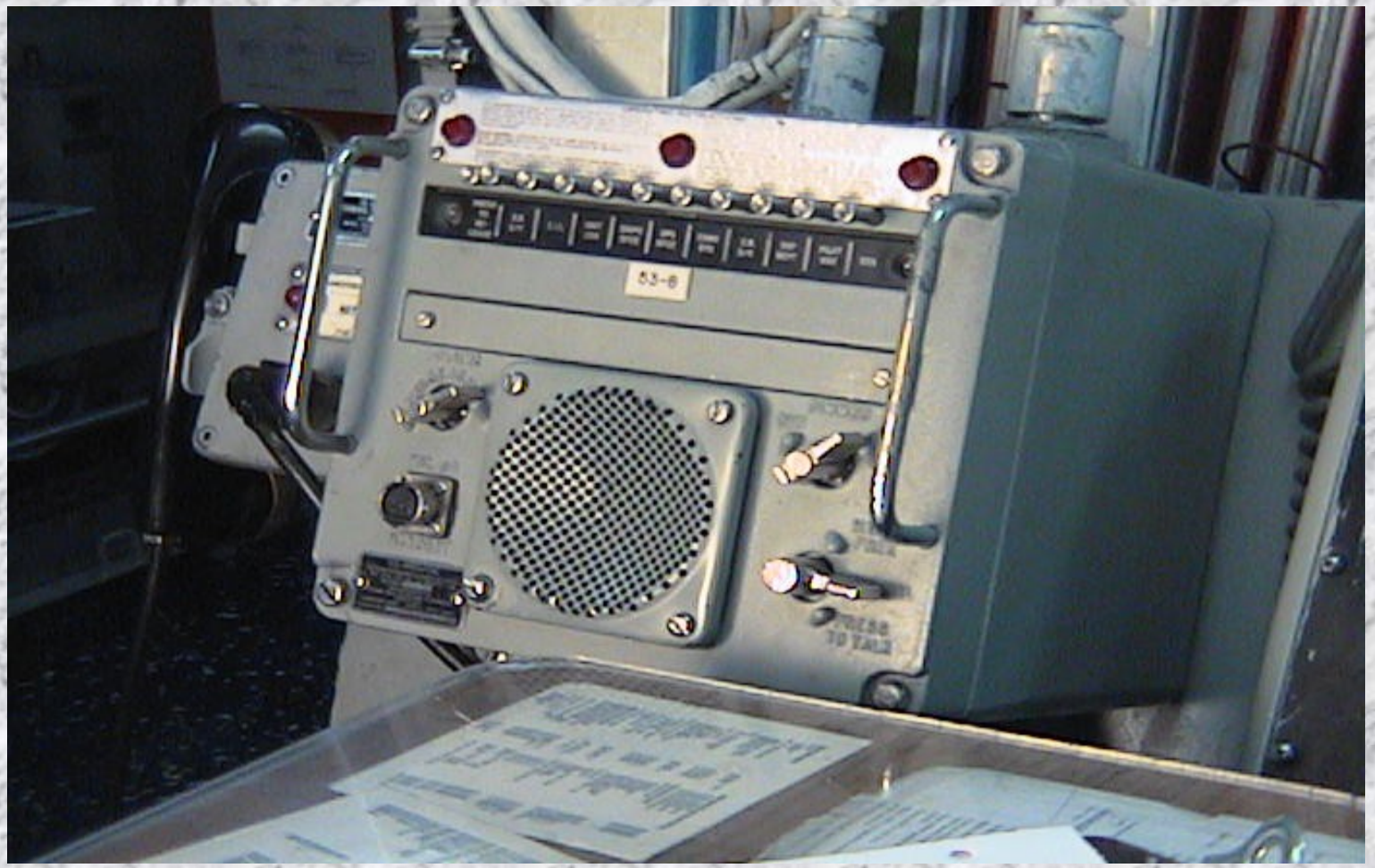
(a) 1MC- Shipwide

(b) 2MC- Engineering

(c) 3MC- Hanger deck

(d) 5MC- Flight Deck

i. Intercommunication System



i. Intercommunication System

(1) Two-way, station to station circuit operated by ship’s AC and DC electrical system.

(a) 4MC- Damage Control

(b) 19MC- Aviation Ready Rooms

(c) 20MC- CIC

(d) 21MC- Captain’s Command

(e) 22MC - Radio Central

(f) 24 MC Flag Officer

(g) 26MC- Machinery Control

j. Messenger

(1) All repair party personnel should be trained
messengers for relaying orders and information
electronic methods of communication have failed

(2) A written message is more reliable than an o
message.

4. Review and Summary